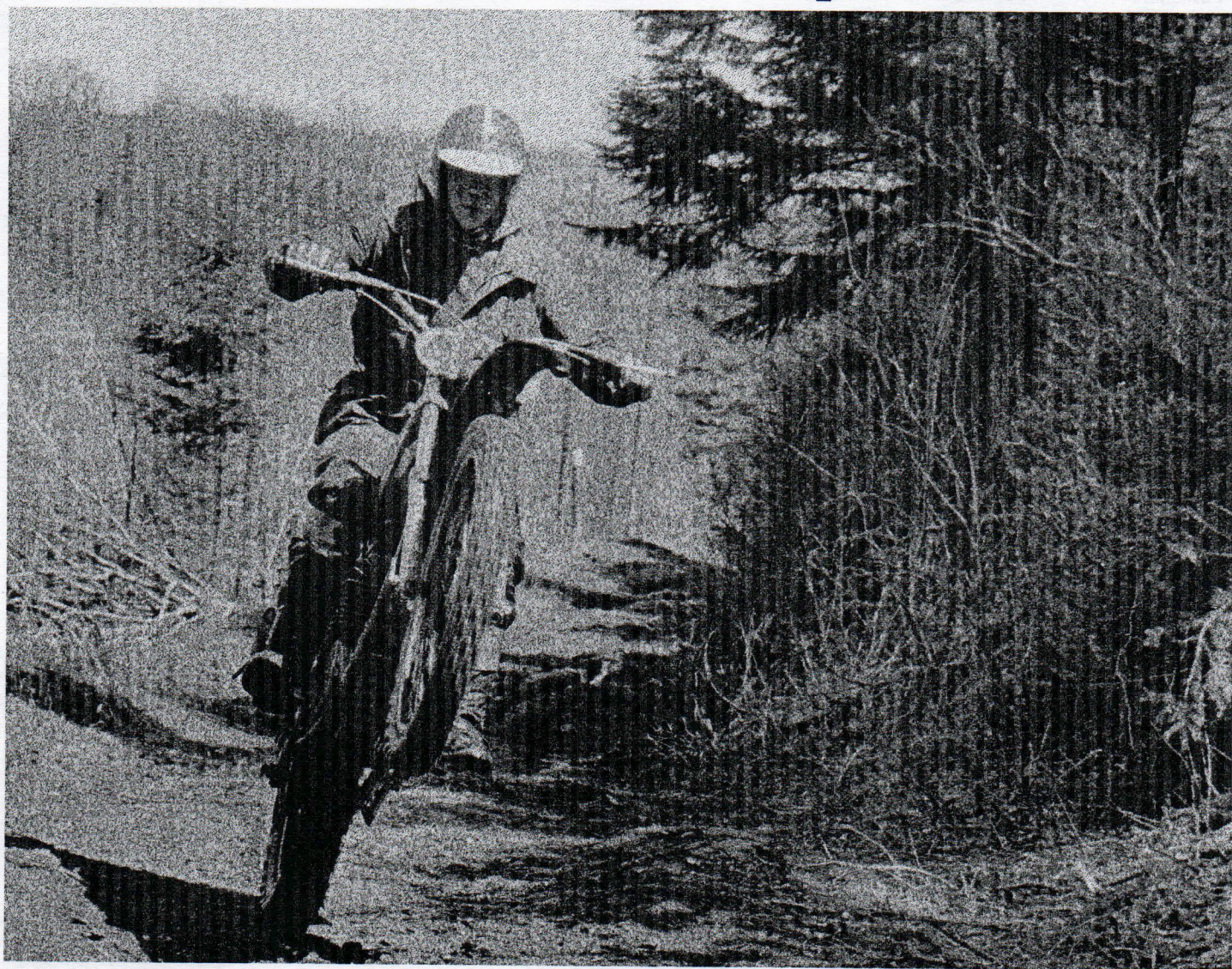


Fall 2001
Issue No. 12

Still...Keeping Track

Penton Owners Group Newsletter * \$5.00



Jack Penton riding his Penton at the 1972 Berkshire. - photo by Boyd Reynolds

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STILL...KEEPING TRACK Newsletter of the PENTON OWNERS GROUP

The Penton Owners Group is a not for profit corporation chartered in the State of Ohio and an AMA chartered club. Our Federal tax I.D. number is 34-1860635.

The Penton Owners Group was formed to preserve and share the memories and the equipment of a very special time in motorcycle history. The first Penton motorcycle was manufactured in 1967 and the last in 1977. This was a time when the enthusiasm, ambition and creativity of the original Penton group helped shape a new industry and a new generation of dirt bike enthusiasts. Sport and competition motorcycles played a significant role in this motorcycle history. Our aim is to make the Penton Owners Group a source of information about the history of the Penton motorcycle, the Penton Company and it's many dealers, riders and extended family.

The mission of the Penton Owners Group is to enjoy and share all the memories from the past and the events of the future, as

Club officer names and contact information have been removed from this document.



Still ...Keeping Track is published quarterly by the Penton Owners Group. Annual membership dues is \$20 per year for US residents (\$25 for foreign membership) and includes a subscription to the newsletter which is not available separately. Manuscripts, photos, drawings, etc. are welcome but no payment is made for material submitted, used, or retained. Please keep duplicates of your submissions, as we cannot be responsible for loss or damage.

Submission of material will be considered as assignment of all rights therein. Check out our web site at: www.PENTONUSA.ORG

Change of address: Give old and new address and notify us as least 6 weeks in advance.

Send address changes to: The PENTON OWNERS GROUP - P.O. Box 756 - Amherst, Ohio 44001

All information furnished herein is provided by and for the members of the Penton Owners Group.

The editor for this newsletter is Alan Buehner

PRESIDENT'S CORNER

By Alan Buehner

This year is another milestone marker for me. It was 30 years ago that I received my first ride on a motorcycle which in turn made me go out and purchase my first motorcycle.

Looking back, it was a fun, exciting new experience for me. In those days there were no "learn to ride courses". You had to teach yourself through trial and error.

Luckily I started out with a small Kawasaki 100cc bike.

Everyone I think has good memories of their first bike. My experiences were no different. After bringing my bike home from the dealer on the back of my Ford Galaxy 500 (I bought a pair of bumper racks to haul it), I quickly read through the owners booklet to learn how to start it up. Once it started, I had to learn how to use a clutch to get it going. Up until that time any automobiles that I drove

had automatic transmissions. I never drove anything with a standard transmission. Through trial and error and a few moving starts I was able figure out the clutch and shifting part of that bike. Coordinating braking, down shifting, and pulling in the clutch took some practice and living on a residential street with occasional traffic kept me out of serious trouble until I became comfortable riding it.

That first bike was more than learning how to ride. It was a way of learning about yourself and a different way of experiencing the world around you. I learned what fear is and how to overcome it. I learned the mechanics of using the right tools by maintaining and repairing that bike. I remember riding in that first rainstorm, how the rain felt like it was cutting my lower lip. I also remember the difference between the warm air in the city and the coolness of the country air on those after work rides in the summer.

Nostalgia is what is driving this whole vintage motorcycle thing. Everyone wants to own and ride that first bike. Everyone except me. Sure I have a lot of great

memories, but I also have my share of bad experiences. Most of those bad experiences were due to the constant repairs, maintenance, and lack of power. I have myself to blame for this because I bought that first bike under impulse and I did not spend any time to do any research to see what else was out there and find out what was the best. If I had it to do all over again, knowing what I know now, I surely would have considered buying a Penton. But, there is a reason for everything and my first choice in the long run worked out just right for me.

The thrill and excitement of my involvement with this club, meeting and talking with all of our "Penton hero's doesn't compare with my

experience riding that first bike. Those were special memories that can only be classified in another category compared with today's experiences. We can't relive those memories, their history. All we can do is make new memories. As a POG member you can almost be certain that these new memories will be fun and worth remembering.

The upcoming 5th annual ISDT Reunion is coming up in October (see article on page 6). This is your opportunity to make some new memories. You can bring a bike to ride in the event or just attend to meet some old and new hero's. My wife, Rosemary, and I are looking forward to seeing you there.



AMA Vintage Days event at Mid-Ohio at the Saturday evening POG Annual meeting. Photo taken by Rosemary Landers.

The book, **JOHN PENTON and the Off-Road Motorcycle Revolution**, is no longer being sold through the mail by the Penton Owners Group. The book can be purchased from the AMA Museum (it is also listed on the AMA web site) or at the ISDT Reunion Ride in Missouri October 26-28 at the Penton Display.

Extra **PENTON Feature Marque 2000 T-shirts** are still available in sizes Large, X-Large, and XX-Large, only while the current supply lasts. They are \$20 for POG members and are available from Buehner's Supply Co. (216) 651-6559

AMA Vintage Days at Mid-Ohio

by Alan Buehner

On Thursday, July 12th, a group of volunteers gathered at Mid-Ohio to set up the Penton Display. This year, the club had six spaces provided by Buehners Supply Co. and Kip Kern. Six E-Z Ups were borrowed from KTM, John Penton, Kip Kern, and Jim and John Borer to provide shade and a way to display our photos and banners.

Thursday was spent on just locating where to set up the E-Z Ups and figuring out where to park the trailers and vans. A big thank you goes to John Penton for again allowing us the use of his Hi-Point trailer to transport everything to and from Mid-Ohio. Another big thanks goes to Doug Wilford for not only hauling it with his van, but for loading and unloading it before and after the event.

Friday morning was the official start of the event and the Penton Display was open for business after the framed photos were hung up and the "Penton" banners were hoisted. Jeff Borer brought in his restored NSU and it was placed in the "John Penton" corner of the display.

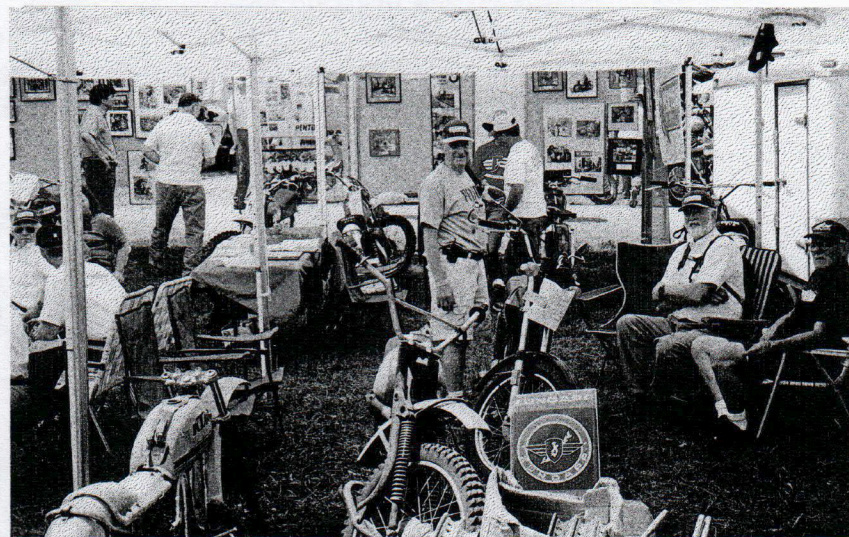
The display was busy as usual on Friday and Saturday. Saturday was perhaps the busiest with John Penton and Dane Leimbach arriving.

At 5:30 on Saturday afternoon there was a cook-out sponsored by Buehners Supply Co. The display area was transformed into buffet and a sea of POG members gathered in groups to eat and talk.

Immediately following the dinner, the second annual POG meeting was called to order (see minutes of this meeting on page 18). The officers gave an update on the running of the club and special awards were presented. Becky Lewis who works for Dave Mungenast at Classic Motorcycles in St. Louis, MO, and who is also in charge of putting together this years upcoming ISDT Reunion Ride, was given some



Outside view of the Penton Display.
photo by Rosemary Landers



Inside view of the Penton Display
photo by Rosemary Landers (MO)



Some of the POG members enjoying dinner on Saturday. photo by James Borer (OH)

time to talk about that event. (See the 5th annual ISDT article on page 14) She also had a special display of bikes and photos from the Mungenast Museum set up next to the Penton Display. In her display were two bikes that Leroy Winters rode in enduro events. One was a Honda 125 and the other a Triumph Cub. Both bike carry Leroy's trademark of special modifications such as a cut-out in the back of the seats to carry tools.

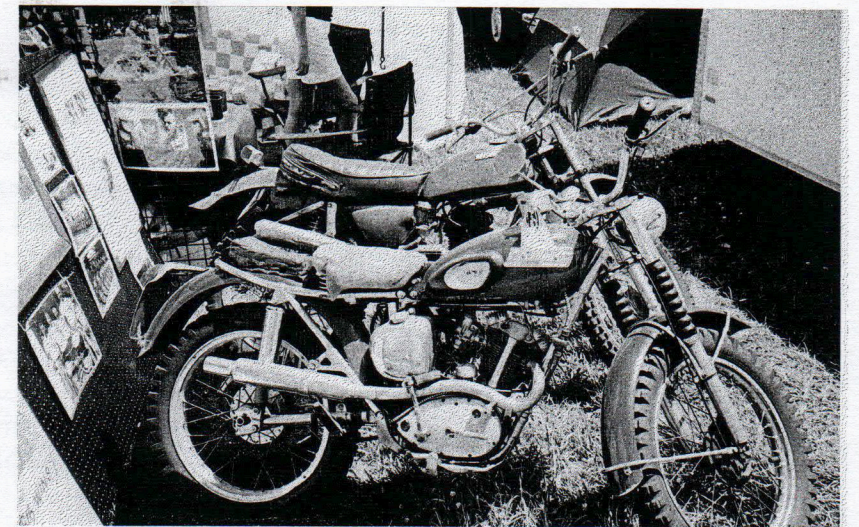
Kip Kern made the ultimate sacrifice this year by not bringing any of his restored bikes to show. He was so busy working on everyone else's bikes that he did not have any time this past year to work on the 7 or 8 bikes that he is in the middle of restoring. He opted instead to clean out his garage of unneeded Penton parts and had these spread out to sell at bargain prices during the event.

Kip did manage to finish Jack Penton's 125 the night before the event, and he brought it along to deliver it to Jack on Sunday morning. Jack could be seen or not seen (depending upon when and where you were at) riding all around Mid-Ohio on the 125 with his wife GiGi on the back.

Sunday was a quiet day at the Penton display with all of the Penton riders spending the day at the MX track racing their bikes. The running of the Penton Only Exhibition Ride was held again this year and there were approximately 15 Penton in the event.

Kent Knudson (OH) was at the MX track with his bright and shiny 250 and 400 Pentons being ridden by Kevin Brown and Gary Roach. They and other Penton riders did the club honor by winning and placing high in their respected classes. They were even given special mention during the awards presentation.

Thanks to all POG members that were racing and everyone that helped out with the Penton Display. It was a fun time again this year, and plans are being made to make next year even better. This is the biggest vintage event that every POG member should plan on attending.



Leroy Winter's Triumph and Honda.
photo by Rosemary Landers



Jack Penton and his GiGi on their Penton.
photo by James Borer (OH)



The starting line of the Penton Exhibition ride. photo by Rosemary Landers (MO)

Mail Box and Web Page

June 25, 2001 - (web site)

Gentlemen:

I grew up racing night motocross in the early 70's in Southern California. At Irwindale Raceway, a team on red tanked Penton 125's used to show up and smoke everyone. The team included Marty Smith, Chuck Bower, and Mark Tyer, all of whom were hired a year later by Honda when the Elsinore came out. This team was sponsored by a company called "Mettco", and it's Pentons were the fastest and most feared 125's of the day. Does anyone in your group own one of these famous So. Cal. Pentons? Know of any for sale? Thanks for your x-lent site.

Bart Carrigan - California

June 10, 2001 - (web site)

I have a Penton 100, 1974 B series motorcycle. It has only 500 miles on it and still has all original parts. I have replacement fenders still in the wrappers. How much would this be worth. I bought this about the time I was getting fairly good in enduro, but I got into dental school and never raced again. If you can help me out I would appreciate your help.

Thank you.

William Horne

May 31, 2001 - (web site)

I own a '71 DKW 125 MX and a '73 DKW 125 Enduro and have admired Pentons for decades, it's a long story. Anyway, I own and race several vintage Cz's and have a Jawa 350 ISDT for the woods.....but, I still love that Sachs engine!

Dino Medina
(new member #464)

Dino,

Nothing says that you have to own a Penton to be in our group, we are here for everyone and we are glad to have you as a member.

Doug Wilford

June 1, 2001 - (web site)

Quick story.....in '71 I was 14 years old and had saved every dime I could beg, borrow, steal, and save from a morning paper route that I had. My dad who had helped me buy a Honda CL100 to deliver papers with just didn't think having 2 motorcycles at 14 was something he wanted to invest in at that time. No matter how much I tried to explain the Honda's cracked frame, dented tank, oil oozing forks, and ripped up lights, he didn't think a "dirt bike" was the answer. So, I saved my money for about 2 years and he drove me down to Albuquerque, NM to Weird Harold's Husqvarna who also sold Pentons and Monarchs. I was \$65 dollars short and my dad (trying to teach me something) said, "your on your own." Sitting there dejected, Weird Harold asked why I wanted a Penton and I responded with, "its that motor with the sunburst head." Weird Harold sent me down to a DKW dealer who sold me my first dirt bike, a '71 DKW 125 and the rest is history.

Dino Medina

June 6, 2001 -(mail box)

Hello again from "the land of oz."

Apologies for the delay. Life seems to be a bit hectic lately. I haven't even got the chance to work on the 125 for ages after I had been in touch with you last. I had a little spare time one afternoon to check a few things.

One thing I did find was, on inspecting inside the clutch cover and checking the action of the clutch disengaging screw/lever/pivot, I found the lever was binding onto the clutch cover itself aprox. 1/16" off the platform where the lever is supposed to bottom out, so as to provide for free-play adjustment. On disassembling and bending the lever and reassembling, it appears the clutch unit I now have here is not needed right now. Probably will be later this year or next year. (I'll keep

it for myself or help someone else out).

I have figured that the extra oomph the pipe/carb set-up I've been testing was enough to bring on the clutch slippage as I experienced earlier this year. I put the standard pipe and 26mm set-up back on the bike and the clutch took full power OK. Strange and annoying, but true!!

Anyhow, for now that particular cycle appears to be O.K.

On the Aussie Vintage Racing scene, things have quieted down for me, as my work schedule seems to be taking priority over everything. There seems to be more happening for the evolution ERA bikes just now, and maybe people's back bones appreciate a little more suspension!!

Oh, please pass on my thanks and regards to Doug Wilford for organizing the John Penton Book for me. Very much appreciated for Doug to go out of his way to have John sign it, and then get it dispatched overseas like that just mirrors the "Penton way of just doing things". Absolutely no wonder the P.O.G. prospers and expands just like the o'l days.

The other Aussie P.O.G. member, Bill Campbell, from Canberra, has got his project '73 125 going, and has a few races on it now, going O.K.

My '73 250 failed me on the last lap of final race heat (to win) the old state title for my age group ... Oh well....

Hey, has anybody got any spare kick-starters or motoplats to suit '74 thru '80 175, 250, 400 type bikes, cos I'm gonna be short a few in the future.

I figure I'd need around 8 or 9 kickstarters and am only guessing I'd need around 12 or more external flywheel type motoplat stator/flywheels and around 8 or 9 top (under tank) coil units.

Most of all these cycles of mine here have come from either a motorcycle wrecker yard or disinterested owners, and all have been missing all the easily removed

parts. At some point in the future I'll get 'em all up and running at the same time if I can find/ buy/ swap all the necessary missing bits.

Maybe Dane Leimbach of PVL can be of some help here!! Can a message be passed on to him at the next P.O.G. meeting?

Enough of the waffle for now, I guess. Oh!! Nearly forgot!! Alan, thanks for the "Penton" tank stickers for my "Penton Bikes".

Cheers till next little chat.

Brad Lewis - Australia

Brad is referring to his letter that was published in our spring newsletter no. 10. He was having clutch slippage problems with his 1973 "KTM" 125. I sent him some "Penton" tank decals so that he could be seen racing his "Penton" motorcycles at the tracks.

I have a good supply of kick start levers that will fit any KTM motors that have a 17mm shaft. I will also mention your lack of ignitions to Dane Leimbach.

Alan Buehner

August 7, 2001 - (web site)

I have a good Mid-Ohio story. At the MX we parked next to this very nice family. Dad was riding a Bultaco and Mom is definitely thinking about trying it out. She kept talking about what she should get to race. Well, I had one suggestion.

During the day she spotted the POG display and mentioned how nice it was. I agreed and asked her where the Bultaco display was ... knowing there wasn't one. Then that evening (Saturday) I went to the POG dinner and I later mentioned to her how good it was and that we even had dessert! I guess they went to the AHRMA dinner and had hot dogs and chips. The next thing she asked me sheepishly was "Does the Penton Owners Group do this at all the races?" I told her no, only most of them! She said, "maybe I should get a Penton". I didn't say anything more.

The next day, Kip Kern had invited us for breakfast. I told her that we were going to the POG breakfast. She said, "they serve you breakfast too?" I of course said, "sure!" She said, "I've got to get a Penton!"

Then at the riders meeting, the officials were talking about the Penton race. I saw her standing there and went over to her and said, "you notice Penton riders get an extra moto, didn't you?" She looked at me funny and said, "I've got to get a Penton!"

Needless to say, we may have a woman rider on a Penton soon at a race near you!! We out did everyone again and its getting noticed. Plus this year we were also noticed on the track. It was even mentioned at the trophy presentation, how well the Pentons run!

Mike Lenz - Illinois

Editor's note:

Mike "smoked" a lot of riders, as he "burned" up the track on his "hot" Mint 400 (see "Latest News" on page 12). He is also our top contender for winning either our "ombudsman of the year" or "king of the bench racers" award. Thanks for sharing your story and encouraging people to "buy" Penton.

July 23, 2001 - (web site)

Look at the AMA website and you will find 2 of our members on the Sunday page for the MX. I believe it to be Ted Landers and his son sitting at the line getting ready to race.

Rocket

Aug. 1, 2001 - (web site)

You are correct. My son Alex is on the Piner and I am on the Hare Scrambler next to him. I think I was asking the official next to me if he would let me have a couple minutes head start!! How could you tell it was us with our space suites on?

We had the greatest time at Mid-Ohio, primarily because of the Penton Owners Group. I made a decision in 1971 to buy what I thought was the

best enduro bike on the planet, my steel tank Six Day. I sold my 200cc Bultaco Sherpa S to get it. Even though it was a 350 Bultaco that beat me in the 2nd moto at Mid-Ohio (I beat him in the first moto on the Hare Scrambler), you guys have verified that I made the right decision to become part of the Penton family. All the work that John, Doug, Al, Dale, Dane, Kip, Dwight and too many more to mention, did to make us feel at home that weekend was fantastic!!!

By the way, I convinced my wife that every 30 years you should buy a new motorcycle whether you need it or not. So, I went down to my local Penton dealer a couple months ago, but he was fresh out. So, I bought the next best thing, a 200EXC KTM. Anyone have a ladder?

Ted Landers - Missouri

Aug. 21, 2001 (mail box)

Hi Al,

Thanks again to you, your brother Dale, Doug, Matt, Paul, John, Jack, Dane, Al Born, The Borers, Kip, Dwight, etc. for providing us POGers with the wonderful display area and dinner at Mid-Ohio. I would also like to thank you for recognizing our racing efforts after the dinner. And imagine our surprise on Sunday when Doug and Dwight brought a whole box full of burgers, hot dogs, condiments, cookies, and drinks over to our pits! You guys are great! We're very proud to be a part of the Group and are trying our best to represent the marque adequately.

We've had a great time this year at the AHRMA National events hanging out with the other Penton racers such as Paul Danik and his son Chad, Larry Perkins and his friend Jesse, Bob Garner, Mike Lenz and Kirk Sessions. So far this season, Kevin Brown has 5 first place finishes in the Sportsman 250 Expert Class and Gary Roach has 3 firsts and 4 second place finishes in the Sportsman 500 expert class.

Kent Knudson, OH Team Pentovarna

MEMBER PROFILE DAVID SANDERS

by Alan Buehner

David Sanders is our feature member for this newsletter. He and his wife, Diane, live in Illinois. They have four grown up children that are out on their own allowing David and Diane more free time to do what they like to do.

David is a retired machinist from Texaco and is presently filling in some of his spare time as a part time carpenter. He also has a small dirt bike shop called D & D Racing, where he helps out his friends with work and parts. His shop is complete with welders, a paint room, and a machine shop.

Although Dave likes to watch pro football in the winter and enjoys fishing and bicycling, he loves motorcycles, both street and dirt bikes.

He owns a 1940 Ariel Square Four and a 1956 Ariel 650 Custom Cafe Racer that he built back in 1975. The 1940 Ariel has won numerous bike shows and a second at Daytona's famous Big Daddies Rats Hole custom bike show. His Custom Ariel Cafe Racer won the Rats Hole show twice, in 1978 and in 1980. He owns 18 other classic bikes that he is trying to restore as time permits.

Dave was a Penton dealer for 10 years and he still has his old books, tools, and signs. Through the years he has almost bought back all of the bike that he sold plus two old Penton dealers.

His current line up of Penton motorcycles is as follows:

1968 100cc Berkshire Enduro
1968 125cc Six-Day -serial #007
1972 125cc Six-Day
1973 175cc Jack Piner
1973 250cc Hare Scrambler Enduro

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1974 250cc Hare Scrambler MX
1974 400cc Mint MX
1974 125cc Trials
1976 175cc MX
1977 400cc MC5

He also owns a KTM army motorcycle (it was a prototype for the US Army to look at) that was on display just outside the Penton Feature Marque tent last year.

His 1968 125cc, serial no. V007, was purchased in 1968 by the original owner from John Penton at the Stone Mountain Enduro in Georgia. He kept pestering John at the event about wanting to buy one of those pretty little green bikes until John finally sold that one to him after the event.

His 1968 100cc Berkshire was on display at our Penton booth at Mid-Ohio in 1998, 1999, and 2000. It is a beautiful bike in original condition with the tool bag on the gas tank. He allowed me the opportunity to ride it at Mid-Ohio in 1998 and it ran like a top. It was also fun riding it at that event because of all of the attention that it got.

Dave is a big boned guy, (about 6 ft tall, 200 lbs, and size 26 shoes). He has ridden his Berkshire in our Penton Only Exhibition Rides at Mid-Ohio and although he looks like he is riding a moped with his big frame hunched over that little bike, he is the one with the biggest grin on his face riding that event.

Although David has his share of nice looking bikes, he is not afraid to get them dirty and has been very competitive. He likes riding Hare Scrambles and has been using his Rokon 340 MX (he must be a big Dave Mungenast fan) to achieve the following list of accomplishments:

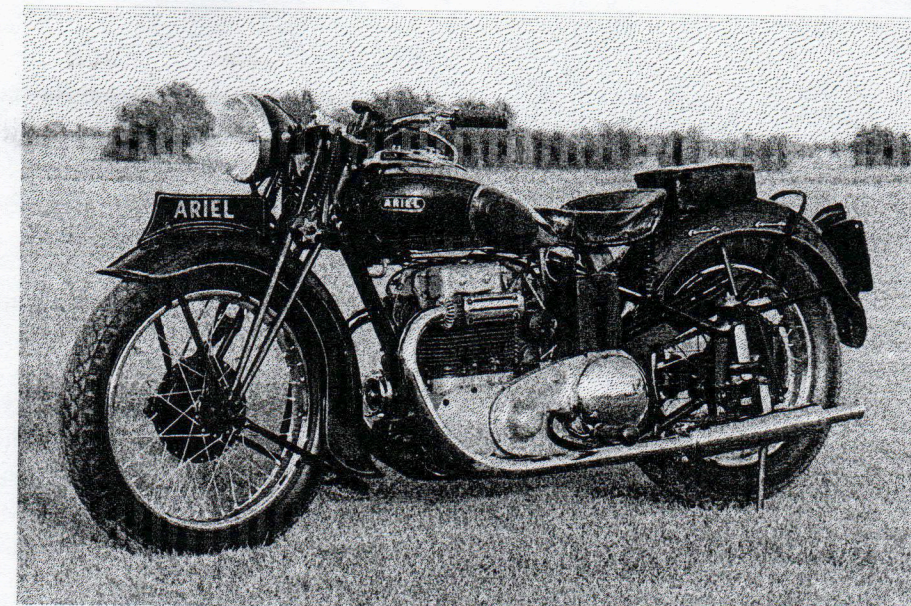
1990
4th place in the Illinois Dist. 17 Hare Scrambles.
2nd overall at the Casey Hare Scrambles Series.
2nd place in the Plus 40 class and 100% finisher.
1993
National Hare Scrambles Champion
National Cross Country Vice Champion
Cross Country "Sportsman of the Year"
1995
National Hare Scrambles Champion
1996
Hare Scrambles Champion
1997
National Hare Scrambles Champion
1998
Vice National Hare Scrambles Champion
LEOR Hare Scrambles Series Champion
1999
National Hare Scrambles Champion

Besides being a member of POG, he is a 41 year member of the AMA, an AHRMA member, belongs to the "Little Egypt Off Road" motorcycle club of Harrisburg, IL, and a member of the Indiana, Illinois, Kentucky Trail Riders Club in Evansville, Indiana (this is the club that puts together the famous "Black Coal National Hare Scrambles" race each year.

He has his own special Penton display that he sets up at the races he goes to. He shot a home video of it and some of his collection of bikes and sent a copy of it to our club. Although this was his first ever attempt at making a movie, he did an excellent job of showing and explaining his bikes. His film is very entertaining and will be placed in our archives for showing at future events.

Top Photo

Dave Sander's award winning 1940 Ariel Square Four.
For you dirt bike guys out there this is the British equivalent of a deluxe Cadillac street bike.



Center Photo

Dave and his wife, Diane, posing in front of their 1968 Berkshire that was on display inside the tent at last years "Penton Feature Marque" display - Mid-Ohio - July 2000.



Bottom Photo

A Penton on a Penton.
Jack Penton on Dave's 1968 100cc Berkshire. Taken at Lennville 2nd National Hare Scrambles Race in 1997?



Photos provided by Dave Sanders

The Penton/Hiro Story

by Alan Buehner

Laying around in some of the old dealer inventories were a few odd, complete, 125cc, NOS motors that some of us club members came across. I wound up with two of these motors with one of my inventory buys and did not give them much thought about what they were or their involvement with the Penton history. I did know that they were somehow involved with the Penton motorcycles because even though there was no name on them, there was a rectangular shaped indentation on the motor side cases that fit the same shape and size of the blue aluminum, self adhesive "Penton" name plates that I had in my collection for a number of years. Since the castings of the motor are very similar to the Japanese motors, I thought that they were of Japanese origin, especially when I found out the name of the manufacturer was Hiro. I couldn't have been more wrong.

At our October 5th, 2000 POG meeting, the Puch and Hiro motors were our topic of discussion and a sample Hiro motor was brought in for showing. Not much information was brought out at that meeting on the Hiro motor except that it was made in Italy and that only a few of the motors were brought into the US by John Penton.

In the early part of 2001, Paul Danik located someone in Michigan who had a complete working example of this bike and arrangements were made to have the owner, Pat Mickevicius bring it to one of our meetings for a show and tell. Pat brought his bike to our June 7th, 2001 POG meeting, and his Penton/ Hiro motorcycle was our point of discussion. Before the start of the meeting, he gave everyone a demonstration on how it started and ran. Although the bike was obviously well used, it was eventually started

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and ran pretty good except for second gear which failed to work. Paul Danik took it for a test ride around KTM's parking lot to compare it with his knowledge of the workings of the Sachs motor.

Seeing the bike gave everyone an idea as to how the motor was fitted into the Penton CMF frame. Since the drive sprocket on this motor is on the left side, the swing arm was obviously turned upside down to position the sprocket carrier on the left side of the frame. Other modifications included the brake rod assembly and the aluminum chain guard. A special rear motor bracket was fabricated and fitted to the frame to be able to bolt the motor. Dane Leimbach brought a sample of bar stock that has been laying around his work bench for the past 25 years. He had remembered that it was made up special for this motor by Ted Penton. Ted had milled down some bar stock to make up these rear motor mounts in order to get the motor to fit into the frame. After the bike was given a thorough look over and well photographed, it was loaded back into the trailer and everyone went inside KTM's meeting room to get the low down from our Penton "experts".

In September of 1974, John Penton met a Mr. Masconi, a representative of a company in Verese, Italy called Hiro who were looking for sources to market their Hiro motor. By 1974, the Penton 125 with the Sachs motors were obsolete because of the introduction of the new Japanese bikes. John knew that the 125cc Sachs motors were dated because of the shifting and the new Honda 125 Elsinores were faster and put out more horsepower. John tried to get KTM to make their own 125cc motor. Even though KTM was producing their own 175, 250, and the new 400 motors, they had no plans on their drawing board for producing their own 125cc motor.

Sometime in early 1975, John had approximately 25 to 30 Hiro motors

brought over to the US Less than 20 of these Hiro motors were assembled into Penton CMF frames. These bikes were sold to a couple of the local dealers and were put to use at the local MX race tracks. The motorcycle news media wrote some stories about these new Penton motorcycles and this information soon reached KTM. They soon designed their own 125cc KTM motor which appeared on the 1976 models.

John's only intention in bringing over the Hiro motors was to force KTM to make their own 125 motor. Since KTM made the change, there was no need for John to buy any more Hiro motors. John got what he wanted and Hiro lost the US market. This was one of the many conflicts that John had with his dealings with KTM that kept their "love/hate" relationship going.

In the middle of May, I was contacted by Bob Bennett of Iowa (Bob was a Penton dealer and is good friends with John) who was looking for rings and gaskets for a Hiro. I informed him that I had no parts for this motor and I asked him why he needed these parts. He told me that they were for a bike that had the name TGM on the gas tank and that it had a Hiro motor in it. John Penton had given the bike to him in 1975 for his son to ride and try out. Bob's son rode it back then. Although it was not very competitive, it held up very good for the abuse it was put through. Bob is now trying to put the bike back to good running condition.

Pat Mickevicius had his Hiro powered bike on display at Mid-Ohio. Photos of it were placed on the Penton web site for our feature bike of the month.

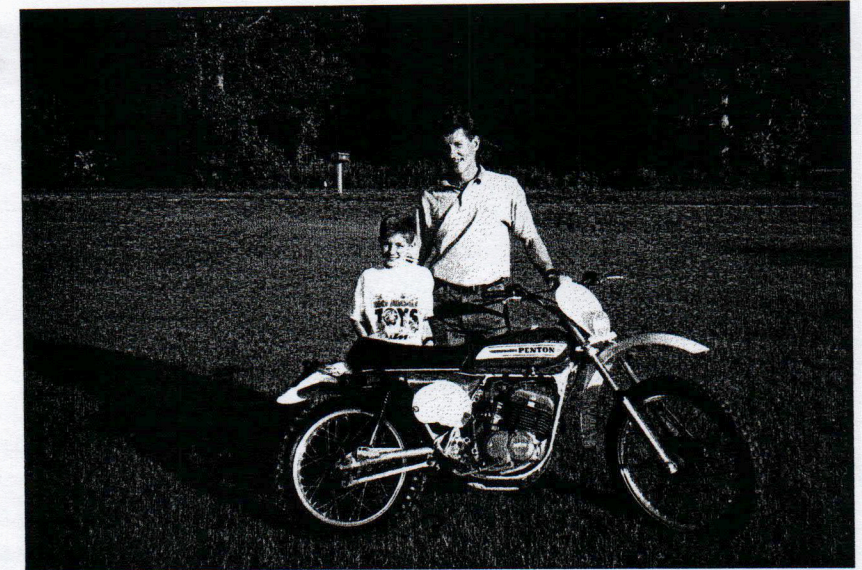
Although the Hiro was not marketed here in the US, it was sold throughout Europe. At the time when Mr. Mosconi was trying to work out a Deal with John Penton, he was also trying to sell his motors to Aprillia, TGM, and other companies. Because of this, there is a vintage following

for keeping these motors going overseas today.



Top Photo

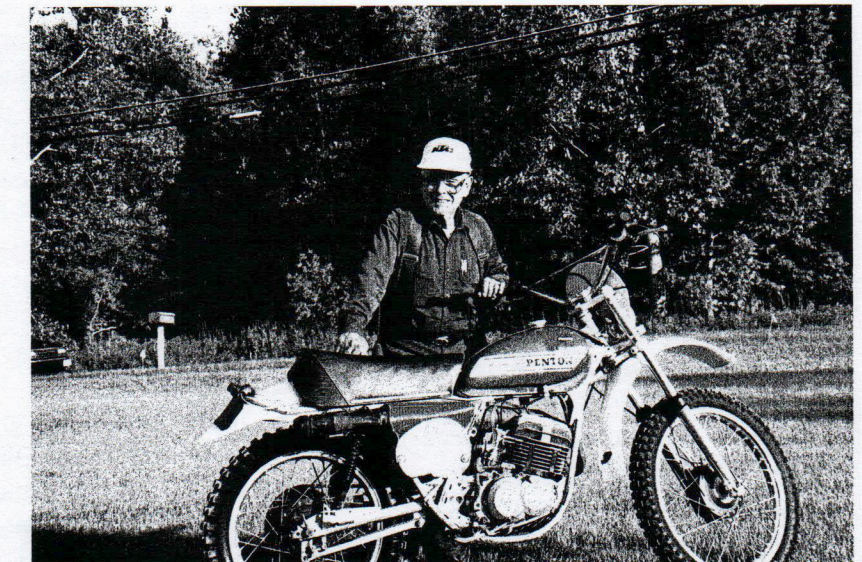
Pat Mickevicius and his son Ryan, of Michigan, standing behind their 1975 Penton 125 with the Hiro motor.



Middle Photo

John Penton standing behind one of his "secret weapon" - a complete and running 1975 Penton motorcycle with a 125cc Hiro motor.

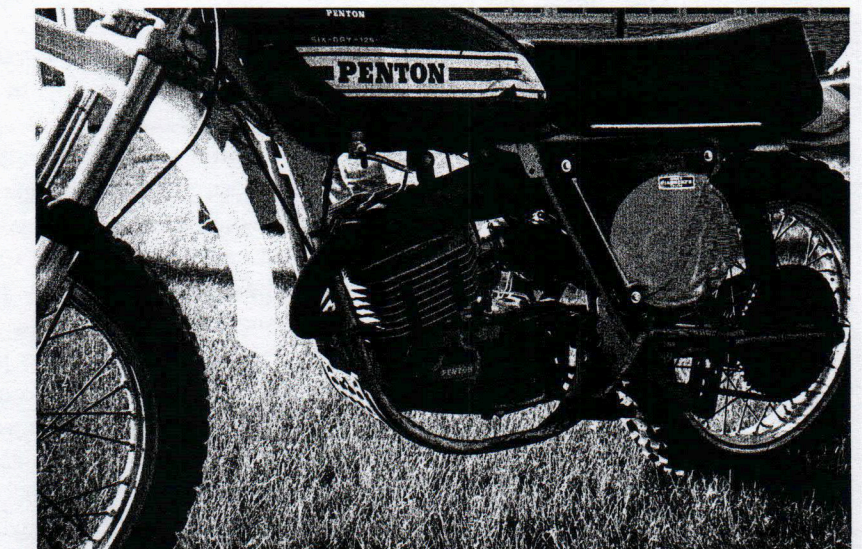
Note: Since this motor has the counter shaft sprocket on the left side of the motor, the rear wheel assembly was turned around to line up the rear sprocket. Modifications had to be made to the rear brake anchor rod and the brake rod to make them work on the right side of the frame.



Bottom Photo

A close-up shot of the left side of the 1975 Penton 125 with the Hiro motor.

Note: The chain guide block and aluminum support brackets were relocated to the left side of the swing arm.



Photos were taken by Karl Schneider, of Ohio, at the POG meeting held at KTM, USA - Amherst, Ohio on June 7, 2001.

Latest News

Tragedy struck one of our POG members two months ago and it was a bike collector's nightmare come true. Mike Lenz's house, in Illinois, caught fire from a faulty coffee maker, along with his attached garage. Fortunately, his son was home at the time the fire started to take off, and he was able to save any motorcycles that were rollers. Everything else, including a couple of dealer inventories of KTM 420 and 495 parts and bikes in various stages of rebuilding were transformed into useless scrap from the heat of the fire. The good news is that no one was injured and Mike's insurance will pay for some of the loss he sustained on the bikes and parts. The bad news is some extremely hard to find parts are now history. Mike is now in the process of building a new house and finding replacement parts.

MORE BAD NEWS!

One of our anonymous POG members in Houston, Texas sustained damage from the flooding that took place there in late June. Flood waters at his home and neighborhood gave his collection of Penton motorcycles the high breather test. Fortunately, the water was not high enough to get into the motors. Damage to the bikes is mainly to the wheel assemblies which are quickly rusting badly from the "stuff" that was mixed in with the flood waters.

Editor's note: The lessons to be learned from these two tragedies is: give up drinking coffee, throw out any faulty electrical appliance, and check with your insurance agent to see what kind of coverage you can get on your collection.

Kip Kern of Indiana is now a firm believer in the Penton transmission adjustment tool for the Sachs motors. He was up until late on Thursday evening, just before Mid-Ohio, getting

Jack Penton's 72 Six Days bike put back together, after completely restoring it. He got it running that night but the shifting needed more adjusting. So, he loaded it into his trailer and brought it down to Mid-Ohio for fine tuning. On Saturday morning, he tried to get it dialed in, but could not get it. The experts came to his rescue. Doug Wilford and Dane Leimbach came over with a Penton adjustment tool and showed him why the tool was created and how easy it makes adjusting the Sachs shifter and that there is no way short of driving yourself crazy that you can do the job without it.

The Penton Display looked like the intensive care unit of a hospital. There were about eight people quietly gathered around, hunched over Jack's bike which was carefully laid on it's side on the ground. Dr. Leimbach performed the operation, all the while pointing out and explaining the procedure to the interns in attendance. The operation was a success the first time around and Kip is now a believer in that little magical tool.

More Surgery!

Dr. Kern has been giving his professional advice to the Old Master, Doug Wilford, on the rebuilding of these older, used, Sachs motors. His advice was to expect anything and everything strange, ugly, and downright sickening when you open them up.

Dr. Wilford had his hands full of more than oil on Friday morning at Mid-Ohio. He had made arrangements to perform some quick and easy "minor" surgery on Dwight Rudder's Sachs motor which was supposed to be a basic rebuild, new gaskets and seals and adjustments. He quietly set up his operating table, laid out his surgical tools, and carefully laid the patient in his special holder prior to proceeding.

His first sign of trouble was when he removed the ignition case cover. The end of the main shaft, which is supposed to extend beyond the

sprocket nut and has a notch cut into it to drive the speedo drive unit in the ignition cover, had been cut off leaving the selector shaft exposed to disease and contamination.

Other problems started to surface when the cases were split. Shims were found to be missing and in the process of lining up parts on the operating table, one of the woodruff keys fell to the ground and was immediately swallowed up by the hungry Mid-Ohio turf.

A spare motor was brought over to transplant the mainshaft from. In the process of trying to put the shift-linkage back together, Dr. Wilford encountered a curse placed on this particular part by the Sachs Engineer Gods. The shifting fork was too thick to fit onto the end of the selector rod. Being away from his shop with electricity and state of the art power tools, the good Doctor was forced to revert to primitive methods to rectify the problem. After about an hour or more of careful filing with a hand file, the part was made to fit to Dr. Wilford's satisfaction, and the patient was bolted back together and turned over to it's owner.

Special thanks goes to Jim Borer of Ohio and Rosemary Landers of Missouri who provided photos of the Mid-Ohio Vintage days event.

Larry Wall of Florida missed coming up to the Mid-Ohio event but, a couple of his friends went to check things out. They reported back to him after the event that they kept coming across the saying "Ride-um Don't Hide Em" at Mid-Ohio.

Larry is kind of miffed about this, and he wants everyone to know that it was him that came up with this saying. Back in the early days of AHRMA, he was the only one in Florida that was riding a Penton. He started his own little gathering of Penton Owners called "Pentons Perpetuated" and encouraged anyone who owned a Penton to start riding them. He even

went so far as offering to rebuild bikes for those who didn't want to bother doing it themselves. When I first talked to Larry about parts for his bikes, he sent me one of his business cards which has this saying on it, and I still have it.

So, if you come across anyone who is using this saying, be sure to let them know that it was Larry Wall that started it and that they should let everyone that hears and reads it that Larry is the author.

ATV/Bike Trail

In the northeastern part of Pennsylvania there is a special section of land in the Allegheny National Forest that is set aside for trail riding. It is the Marienville ATV/Bike Trail located along PA State Route 66, about fifteen miles southwest of Kane and eleven miles northeast of Marienville, Pa.

The trail is open from the Friday before Memorial Day through the last Sunday in September. It is recommended that anyone planning on going there call ahead to make sure the trails are open. **Trails may be closed during adverse conditions.**

The trail is divided into a Bike Trail area and an ATV trail area. This provides a variety of riding experiences for different types of machines and

Attention all members

Do you know of any fun "legal" trail riding areas that you have ridden, that are vintage friendly, and you would like to let your fellow POG members know about.

If so, please mail the information to the POG post office box or contact Alan Buehner 216-651-6559. A brochure about the riding area is a big help in providing information on rules and directions in finding the trail.

Please also give your evaluation of the trails as far as levels of difficulty. This information will be published in our future newsletters.

levels of difficulty. It was designed for the enjoyment of ATV and trailbike riders of intermediate and expert skill level.

The Bike trail Area is a 23.1 mile loop that is rated MOST DIFFICULT. It is best suited to trailbikes and offers a very muddy, rocky trail surface that winds and twists through the forest. Trail Bikers can finish the trail within a couple of hours but, it is not recommended for inexperienced or novice riders.

The ATV Trail Area is a 14.2 mile loop system that is rated MORE DIFFICULT. It uses old roads and railroad grades and is generally graveled and smooth.

This trail has been checked out and ridden by Paul Danik (Pa.) and Jack Penton (Oh.) and they both give a two thumbs up in recommending this a destination for any POG member to consider riding.

All bikes must be registered in accordance with State of Pennsylvania law or in a reciprocating state with recreational vehicle registration. Registration is available at local ATV dealers or all Pa. Dept. of Environmental Resources units. The fee is used to help maintain present trails and build new ones.

Camping is permitted along the trail as long as your equipment does not block the trail. Camping is permitted at all trailheads EXCEPT the main trailhead on State Route 66.

A brochure is available that lists all of the rules and regulations for the Trail. It also shows a map of the course direction of each loop and identifies where all of the parking/trailheads are at.

For more information about this and other Forest Opportunities, contact:

Marienville Ranger District
HC 2, Box 130
Marienville, PA 16239
814-927-6628

also check out their web site:

www.fs.fed.us/r9/allegheny

Please note:

The Penton Owners Group policy is that we do not intend to get involved with organizing rides and events. These activities carry a huge liability factor in today's world that the club directors are not comfortable with, plus putting on events takes a lot of time and man power. This is why this club actively supports other events being put on by other groups. Besides, it gives everyone in our club a chance to enjoy the activities.

This biking trail information is being provided to alert our members of what is available. Members can contact one another and make arrangements on their own to meet and ride these trails. However, two or more members getting together to ride does not make it a club event and each individual assumes any risks on their own.

There are many Penton riders racing thier bikes against the "other" brands this year. Many are doing very well this year giving the Penton brand "notice" on the tracks. The following are some of our hero's to cheer for:

Sportsman 500 - expert class
Gary Roach (OH), Mike Lenz (IL)
Sportsman 500 - novice class
Jeff Anthony (OH)
Sportsman 250 - expert class
Kevin Brown (OH)
Sportsman 250 - intermediate class
Larry Perkins (MO)
Sportsman 250 - novice class
Chad Danik (PA), Ted Landers (MO)
Classic 125 - Intermediate class
Paul Danik (PA), Rick Jones (MI)
GP 250 expert class
Brad Kennard (IA)
Historic 500 expert class
Chris Richardson

5th ANNUAL I.S.D.T. REUNION RIDE

This year's ISDT Reunion event is being held just south of St. Louis, Missouri. The date is October 26-28.

The Penton Owners Group will be in attendance with our world famous "Penton Display". All members are being encouraged to ride or just spectate at this event. This is the second "best event" held every year besides Mid-Ohio that you just can't miss.

This event promises to be the biggest and best event to date. It has been in the planning for over a year and is being aggressively marketed and planned by Becky of Classic Motorcycles in St. Louis, Mo. Becky is an employee of Dave Mungenast. Dave has also been busy with this event by contacting all of the I.S.D.T. riders and encouraging them to attend.

NEED INFO??

Call: Becky 314-481-1291

The I.S.D.T. Reunion Ride is a 2-day Vintage Reliability Trial and celebration of America's 6-Days heritage. ISDT/E veterans and vintage off-road enthusiasts are invited to compete in a 2 day "vintage friendly" trial and Saturday evening awards banquet. Spectators are always welcome.

The Reunion Ride was started by Dick "Bugsy" Mann and 8-time ISDT veteran Leroy Winters. It is the only event of its kind in this country. Past participants include: John Penton,

Malcolm Smith, Preston Petty, Dave Mungenast, Don Cutler, Dane Leimbach, Doug Wilford, Jack Penton, Chris Carter, Jeff Fredette, Tommy McDermott (the first US gold medal winner - 1949) and many more of America's off-road legends.

This year's attendees so far include: John Penton, Doug Wilford, Dave Mungenast, Malcolm Smith.

This is your chance to meet some of those ISDT hero's that we always read about. It is also a chance for you to see what it is like to ride an ISDT event and test your riding skills against the ISDT medal winners that will also be riding.

Saturday's course will be 60 miles in length and will include a terrain test, a grass track test, and an acceleration/braking test.

Sunday's course will be 40 miles in length and will include a terrain test and 1 final moto.

Awards will be handed out during a ceremony following the motocross test on Sunday. There will 8 different classes for this event and most of these will be broken down into Novice, Intermediate, and Expert categories making this a fun event for anyone to ride.

ENTRY REQUIREMENTS

- * Mufflers
- * Head/Taillight
- * License Plate
- * 3 Number Plates
- * AMA Membership

This event is being held at St. Joe State Park in Park Hills, MO. (site of the Flat River GP, and Lead Belt Enduro). In Park Hills, on south side of Hwy 32 just off of I-55 (south of St. Louis).

For more information or an entry form for this classic event: visit the web site www.ReunionRide.com or contact:

Classic Motorcycles LLC,
Attn: Becky
5625 Gravois St.
St. Louis, MO 63116
classicllc@earthlink.net
www.classicmotorcyclesllc.com
or
Jeff DeBell
913-381-4584
jeffdebell@aol.com

ENTRY INFORMATION:

Pre-entry by Oct. 1, 2001
\$100 with Saturday Banquet
\$80 without Saturday Banquet
Banquet Only \$25 (must have a ticket to enter)

Entry forms are available:
web site -
www.ReunionRide.com
or call -
Becky - 314-481-1291

This years event's location makes it very easy to get to and from the event since it is just off of Interstate 55. If you do not care to camp out at the State Park, you are only a short drive to a motel and there are several choices available.

LODGING:

Rosener Budget Hotel
573-431-4241
Days Inn Motel
573-756-8951
Red Cedar Lodge
573-358-8900
Best Western Inn
573-756-8031

I.S.D.T. "WHO GOES?"

Author unknown
written prior to ISDT in 1969

"The time has come", the bike rider said, "to speak of curious things, of people and machines and qualifications, of the U.S.A., of the I.S.D.T., and of you and me."

The day is past when motorcycle riders, with a little spare cash and a big desire, could hop a giant silver bird for Europe and end up representing the United States in the International Six Days Trial. From Walt Axthelm's lonely attempt in the middle 50's until last year, just about any American who wanted to, could send his entry into MICUS and end up with a green light and blessings to go abroad and sock it to 'em for 'Old Glory'. (A couple of Yanks did get bumped in '65 on the Isle of Man because of an ACU 'oversight'.) Motorcycling and the popularity of the six days has caught up with us. Of the 31 serious guys who qualify as much as some of those who Participated in past years, only 20 will be accepted by the sponsoring club in Wet Germany.

So the people who have to make the decisions were faced with a gigantic problem which involves every motorcycle enthusiast in the United States, and it should because those who go will represent the United States, not a make or a brand of motorcycle, or even some private little motorcycle club. They will carry the American flag in the

opening ceremony and their every action will be noticed and criticized by their European counterpart. For this is Europe's Olympics for motorcycles and many of these racers devote their entire lives just to be a part of it.

How do you tell 11 guys they can't go? How do you pick 20 men to represent the U.S. when the problem hits you between the eyes all at once and there is just 15 days until the entries close? We can talk about next year. We can talk about making elimination contests and qualification contests, and all sorts of trials to be run from the Atlantic to the Pacific, but that doesn't help NOW.

31 entry forms with just names on them, no past performances or how well they did in their native area, or how many championships they have won, or even what kind of motorcycle they will have for this toughest of all endurance contests. Just 31 names. This is how those 20 were chosen and though the heavens will burst forth with storms and lightening, and the very Devil will smile. And the Earth will swallow up those responsible for giving that fatal nod, or not nodding. And their crops will fall prey to some blight, and their air filters will forever leak dirt; someone had to do it.

Now this someone, wanting to share all these disastrous misfortunes with other, formed a committee. He was careful in choosing people who had a great interest and knowledge of the International and also skilled in

hand to hand combat. Their major weapon for selection was the past performances of these entrants in the past I.S.D.T.'s. Not all the openings were filled, so a few from the East and a few from the West rounded off the twenty.

Those few newcomers to the Six Days have done very well in the Berkshire Two Day. (The only thing in the U.S. that is even close to the real thing) and some others, besides being excellent riders, have promise of first class factory machines to ride, and this is very very important. So it was done, we have the strongest ever Silver Vase "A" and "B" teams and the manufacturers team, and ACA club team look good too. Never before have we had Silver Vase teams made up entirely of past medal winners and all on first class machinery too. This year the riders were graded by their past performances in the I.S.D.T. Medals won, what medals won, and how many times each contestant rode. Even that terrible Six Day in '65 was included, where all private entries were eliminated by the evening of the third day (only 8 Gold medals were won that time).

Next year there has got to be some qualifying events, and a whole lot of communication between North, South, East, and West. M.I.C.U.S. wants the best Americans to represent the U.S., they just need a way of determining who's best.

VASE 'A' TEAM

Dave Ekins
Chas. Hockie
Malcolm Smith
LeRoy Winters

VASE 'B' TEAM

Dave Mungenast
Mike Patrick
John Penton
John Taylor

ACA CLUB TEAM

Bob Ewing
Ted Lapadakis
Hob Hicks

INDIVIDUAL ENTRIES

Dale Richardson
David Latham
Bud Green
Bob Arison
Tom Maxwell
Herb Uhl

MANUFACTURERS TEAM (Bultaco)

Jerry Pachalke
Bob Maus
Andrew Richman

Tech Tips
SACHS CARE!
 by Doug Wilford

The Sachs engine is very reliable and will shift as good as any motorcycle engine, IF you take care of it!

The Pentons we have today are not new out of the crate, and what I am finding is most of the main shafts (Counter Shaft Sprocket Shafts) have the speedo drive ears broken off. This is a bad situation and can cause a lot of problems in shifting, wear, and letting dirt into the transmission.

Illustration #1, is a shaft, without the ears, when the tranny is in high gear. Notice the selector rod is showing, allowing dirt to accumulate and be drawn back into the engine when shifting to a lower gear.

Illustration #2, is a new or unbroken shaft. Notice the selector rod does not show. This part now has a surface that the seal in the right side cover can seal to.

Illustration #3, is the right side cover with out a seal

Illustration #4, is a right side cover with the seal. This is the proper set up a complete shaft which will be sealed by the cover preventing dirt etc. into your bottom end. If you want reliability, I highly suggest the combination of Illus. #2 and Illus. #4 . That is how it was meant to be, with also the means to drive the speedometer gear.

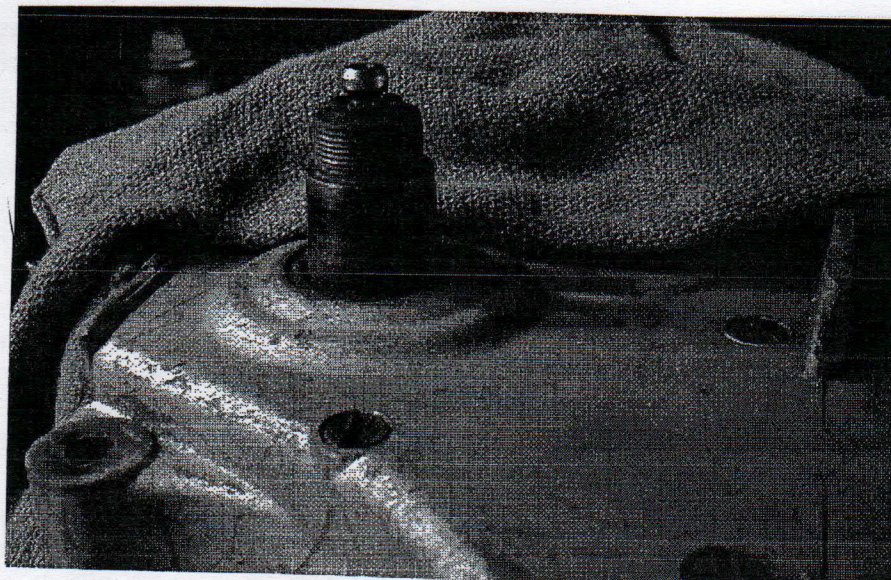


Illustration #1

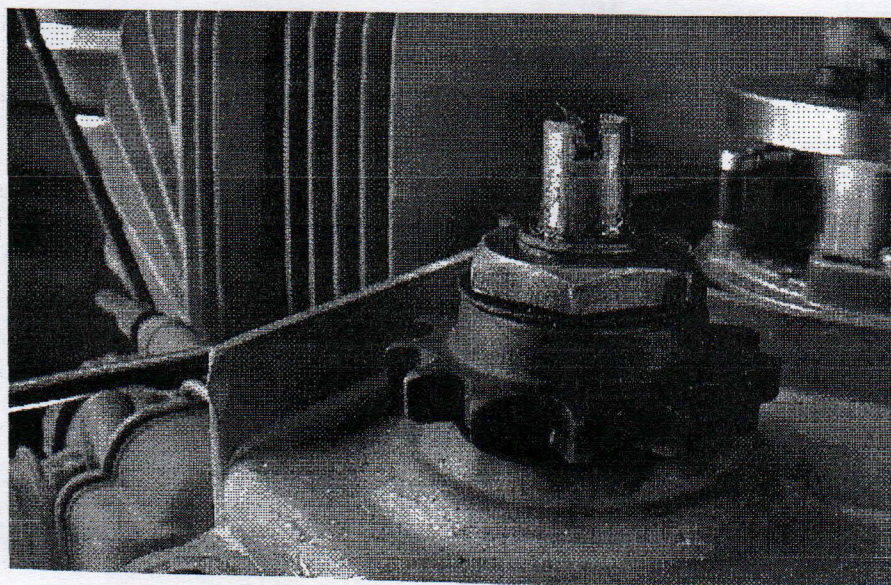


Illustration #2

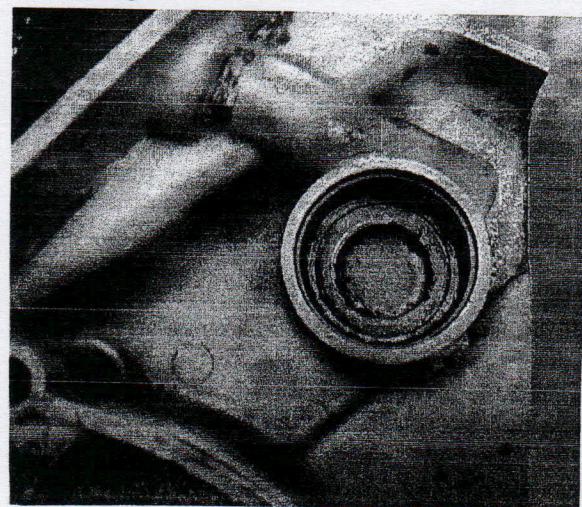


Illustration #3

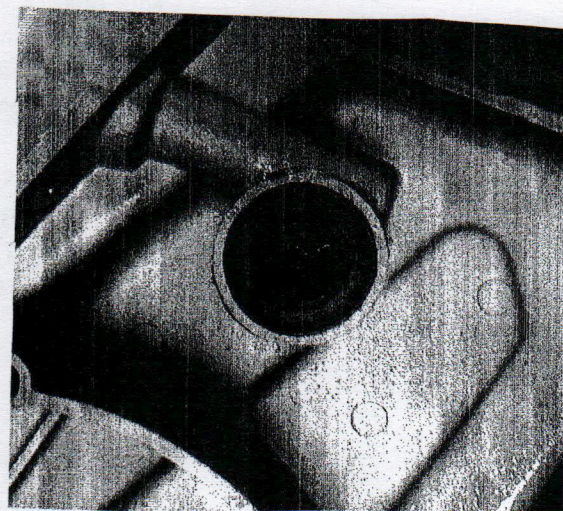


Illustration #4

Meeting minutes have been removed from this document.





Scenes of the Penton Display at the AMA Vintage Days event at Mid-Ohio.

photos by James Borer (OH)

